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CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMATION FROM

CD NO.

FOREIGN DOCUMENTS OR RADIO BROADCASTS

COUNTRY USSR

DATE OF INFORMATION 1950

SUBJECT Transportation - Small rivers

HOW PUBLISHED Semiweekly newspaper

DATE DIST. 15 May 1950

WHERE
PUBLISHED Moscow

NO. OF PAGES 4

DATE
PUBLISHED 6 Jan - 4 Apr 1950

SUPPLEMENT TO
REPORT NO.

LANGUAGE Russian

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SOURCE Rechnoy Transport.

OPERATIONS ON SMALL RIVERS CRITICIZED

HOLD CONFERENCE ON SMALL RIVERS -- Rechnoy Transport, No 26, 31 Mar 50

The Third All-Russian Conference of Workers on the Development of Small Rivers for Transport took place in Moscow on 28 - 30 March. Rakhmanin, head of Glavrechtrans (Main Administration for Development of Small Rivers for Transport of the Council of Ministers RSFSR) reported on operations on small rivers during 1949 and outlined the tasks for 1950.

Mayorov, chairman of the Council of Ministers RSFSR, Shashkov, Minister of River Fleet USSR, Khromov, deputy chairman of the State Planning Commission RSFSR, and Pal'min and Tsyplakov, workers with the transport division of TsK VKP(b), took part in the conference.

Rechnoy Transport, No 27, 4 Apr 50

In his report to the conference, Rakhmanin stated that the basic task of Glavrechtrans in 1950 is the development of 2,000 kilometers of new waterways double the amount developed in 1949.

Rakhmanin noted that some small rivers administrations take an irresponsible and insufficiently serious attitude toward the development of small rivers, directing their energy toward operations on the larger rivers. Also, insufficient attention is given to channel development operations; only 91.2 percent of the 1949 plan for bottom deepening was completed, and only 85.5 percent of the plan for bank clearing was carried out. Only 39.7 percent of the plan for channel correction was effected. Because of the poor channel development operations, the fleet was forced to stand idle 20-25 percent of the navigating time.

- 1 -

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50X1-HUM

Rakhmanin declared that although the small rivers' self-propelled fleet has increased more than 900 percent, and the non-self-propelled fleet more than 500 percent in recent years, the small rivers still do not have enough ships. Also, ship repair is poorly organized, and Glavrechtrans has not given the necessary attention to the cost of repair. Running repair of one ton of non-self-propelled tonnage costs 310 rubles in Irkutsk and 10 rubles in Mari ASSR. Medium repair of one ton of tonnage costs 250 rubles in Smolensk and 25 rubles in Tambov.

Discussing the completion of the financial plan, Rakhmanin stated that great losses are caused to the economy of the small rivers by the harmful practice of working on credit. On a railroad system or in the system of the Ministry of River Fleet it is unthinkable to receive freight for carrying free, while on the small rivers timber and grain are often carried without payment, regardless of financial consequences.

ASKS FOR BETTER MACHINERY -- Rechnoy Transport, No 2, 6 Jan 50

The development of small rivers for transport in the USSR has been progressing exceedingly slowly. The administrations for the development of small rivers for transport have not yet received a sufficient amount of machinery. Waterways construction on small rivers is done with obsolete tools and machines. However, the machine-building industry, which provides other branches of production with the most improved machinery, could produce the newest technical facilities for small rivers.

The question of the mechanization of bottom-deepening and clearing operations on small rivers demands a swift decision. It is necessary to design and construct bottom-deepening and clearing dredges suitable in capacity and size for work on small rivers.

The development of small rivers is also hindered by the technical backwardness of the fleet used on them. The basic type of self-propelled ship on small rivers is the cutter with an internal combustion motor operating on liquid fuel. Unfortunately, a fully satisfactory type of river cutter motor having good operational qualities and giving fuel economy has not yet been devised. Motors such as GAZ, KhtZ, ChTZ, etc., which are designed for automobiles and tractors, are used in the cutters. These motors, while good for automobiles and tractors, are not entirely suitable for river cutters because of the specific conditions of river transport. Also, these motors operate on expensive liquid fuel such as gasoline and kerosene. For a river cutter it is necessary to have a motor operating on economical heavy fuel, having a simple feed and cooling system. It is believed that the present-day Diesel motors meet these requirements.

The hulls of the river cutters are small and cannot hold the normal living quarters for the crews.

The situation is also poor in the case of the non-self-propelled fleet, which because of its obsolescence cannot satisfy present demands. As is known, on navigable rivers ships and their motors are being standardized and obsolete ships are being modernized. It is necessary that several types of self-propelled and non-self-propelled ships be designed for small rivers.

It should also be noted that there still is no centralized supplying of propellers, the demand for which is high. It is necessary therefore to use handmade propellers, which lower the efficiency of the motors. -- Letter from the chief engineer of the Surny Oblast Administration for the Development of Small Rivers for Transport

- 2 -

SECRET

SECRET

SECRET

SECRET

50X1-HUM

RSFSR SMALL RIVER TRANSPORT COMPLETES PLAN -- Rechnoy Transport, No 25,
28 Mar 50

In 1949, small river transport in the RSFSR completed the navigation plan, showing an increase in freight hauling in tons of 80 percent and in ton-kilometers of 65 percent. Profits exceeded the plan by 50 percent. Gross production was increased 14.4 percent for traction and 28.2 percent for tonnage.

Although the plan for freight hauling was exceeded as a whole by Glavrechtrans, utilization of the numerous small rivers in the RSFSR is still extremely insufficient. There were many cases of excessive delays in operations and shortcomings on the part of Glavrechtrans.

The government has confirmed a plan for the 1950 navigation season calling for a considerable increase in freight hauling over the 1949 figure. During 1950, 800 kilometers of new waterways will be developed on small rivers.

VORONEZH OBLAST SMALL RIVER FLEET OBSOLETE -- Rechnoy Transport, No 24,
24 Mar 50

Most of the damage done during the war to the fleet and dock facilities of the small rivers of Voronezh Oblast has been repaired. During the 1949 navigation season freight hauling and passenger traffic were only slightly under the 1940 level. The fleet has been reinforced by new cutters, barges, sloops, and motor boats built in the Voronezh shops and in Lipetsk and Kuli-kov.

However, the quantity of tonnage and the capacity of the fleet have still not reached the prewar level. The fleet operating on the small rivers is obsolete. This is true especially to the passenger ships, which were built in 1934. These ships should have been replaced a long time ago by metal shallow-draft and high-speed passenger cutters. However, the Main Administration for Development of Small Rivers for Transport RSFSR has not furnished any assistance in this respect.

The condition of the channels is very poor, and while the Tambov, Ryazan', and Moscow small rivers administrations do capital repair work on the reconstruction of channels, building dams, locks, etc. the Voronezh administration cannot, since it does not have a dredging fleet. It has no transshipping dock, and so it cannot take on additional freight.

ALTAY SMALL RIVERS DEVELOPMENT LAGS -- Rechnoy Transport, No 3, 10 Jan 50

In many oblasts, republics, and krais significant success has been achieved in the development of small rivers. However, some administrations for the development of small rivers for transport are still negligent in this respect. In Altay Krai, for instance, the development of local small river routes has special significance. Such river arteries as the Charysh, Biya, Katun', Chumysh, and others have been put under the control of the Administration for the Development of Small Rivers for Transport. In the basins of the Charysh and Biya are the basic agricultural regions of Altay Krai, which have large resources of marketable grain. However, the grain is carried long distances by automobile transport. The development of timber transport on tributary rivers also has great significance, since at present lumbering is being rebased from the Upper Ob' to the rayons of Gorno-Altay Autonomous Oblast, i.e., to the basins of the Katun' and Biya. Therefore, the improvement of navigation on these rivers is vital. However, the krai small rivers administration is doing nothing, nor, during its existence has it done anything to develop freight hauling.

- 3 -

SECRET

SECRET

SECRET

SECRET

50X1-HUM

ANNOUNCES STEPS TO REMEDY SITUATION IN ALTAY -- Rechnoy Transport, No 9,
31 Jan 50

Rakhmanin, head of the Main Administration for the Development of Small Rivers for Transport of the Council of Ministers RSFSR, has announced, in connection with the article published in Rechnoy Transport of 10 January 1950, that the head of the Altay Administration has been directed to increase during the coming navigation season the hauling of freight on freight lines by curtailing the use of ships for ferry service. The construction of ships to supplement the fleet of the Altay Administration has been included in the plan for shipbuilding.

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- 4 -

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